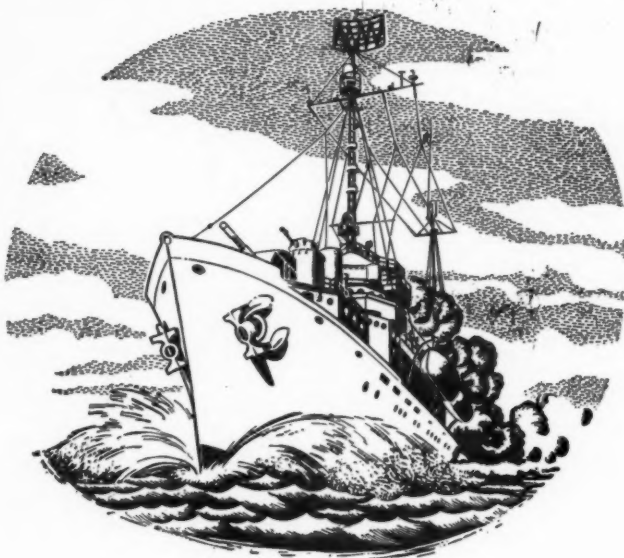


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GENERAL INFORMATION

# U.S. COAST GUARD



# BULLETIN



**JULY 1950**

**VOLUME 6**

**CG 134**

**NUMBER 1**

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# U.S. COAST GUARD BULLETIN...



Washington, D. C.—July 1950

## Lynden Kibler Is Honor Man of '50 Class, Also Wins 5 Study Awards

Lynden U. Kibler, 21, son of Mr. and Mrs. L. C. Kibler, Madison, N. J. won 6 of a total of 17 awards at the sixty-fourth annual commencement exercises 2 June at the Coast Guard Academy.

Ensign Kibler, now assigned to the *Half Moon*, was adjudged the honor man of the Class of 1950 with a 4-year average of 89.53. For this feat he was presented with a pair of binoculars by the Academy Alumni Association. He also was awarded:

The McAllister Engineering prize of \$50 in cash and a certificate offered by the American Bureau of Shipping for proficiency in engineering. His final average was 89.173.

The National Society, Daughters of the American Revolution, prize of a \$100 bond for excellence in theoretical and practical seamanship. Final average was 90.25.

The National Society, Daughters of Founders and Patriots of America, prize of \$50 in cash for proficiency in ordnance and gunnery. Final average was 90.87.

The Regular Veterans Association prize of a \$50 bond for attaining the highest proficiency in mathematics. Final average was 91.765.

Thomas Newcomen prize of \$100 in cash for highest proficiency in physics. Final average was 92.468.

Kibler attended Yeadon, Pa., High School prior to his appointment in 1946.

The coveted Superintendent's award for personal character, announcement of

which was withheld until the actual ceremony, went to G. W. Bond, Jr., Massillon, Ohio. It was a silver bowl offered by The Shield Club of Boston.

Douglas R. Burke, of Bay Village, Ohio, received the Class of 1927 prize, a sword, for proficiency in military drill and tactics.

Alfred A. Binder, Maplewood, N. J., was awarded \$50 in cash by the Connecticut Daughters of the American Revolution for the highest standing in conduct over the 4 years.

The American Legion prize, a watch, for excellence in athletics was given to Sidney B. Vaughn, Jr., of Petersburg, Fla. Vaughn was a member of the Academy baseball team and captain of the football and basketball squads.

Richard A. Phillips, Piedmont, Calif., received the Charles S. Root prize, a set of drafting instruments, for proficiency in mechanical drawing, as well as the Coast Guard League prize, a watch and a life membership in the League, for excellence in navigation.

The Veterans of Foreign Wars prize, a \$100 bond, for the highest standing in history and economics was presented to William L. Webster, of Rocky River, Ohio.

John M. O'Connell, Turners Falls, Mass., was given a \$100 bond by the National Women's Relief Corps for the highest standing in the law course. He also received a watch from the Marine Underwriters for excellence in maritime economics.

A \$100 bond offered by the Ladies Auxillary, Veterans of Foreign Wars, to the cadet who shows the greatest improvement in class standing was won by David C. Lingsmith, Athens, W. Va.

A \$50 bond went to John L. Knabenschuh, Guilford, Conn., for proficiency in handling sailing vessels, the award being made by the Military Order of Foreign Wars.

## Dependents' Benefit Bill Introduced in House

A legislative proposal, supplementing the Career Compensation Act of 1949, whereby certain survivors of military personnel would receive varying degrees of benefits through contribution (H. R. 8035), has been introduced by Representative Kilday.

Two survivor benefit plans were advanced, one affecting dependents of those members of the uniformed services dying while on active duty, and another pertaining to dependents of retired military personnel. Either plan would be in addition to such benefits such as death gratuity, veterans benefits, and GI insurance.

Active duty personnel would contribute roughly 1 percent of base pay. Retired personnel would authorize deductions from retirement pay. Annuities payable to eligible widows, minor children or parents would be based on a formula considering years of service and the highest annual base pay.

## Shipping Hurt by Ice

The delayed opening of the Great Lakes shipping season cut a deep hole in commodity movement during April, the Lake Carriers' Association reported. Despite the efforts of the icebreaker *Mackinaw*, only 348,804 gross tons of iron ore came down the lakes by 1 May, compared with 8,868,286 on the same date a year ago.

Coast Guardsman E. A. Smith, 18, of the *Minnetonka*, was stricken with acute appendicitis while swimming near his ship far out in the Pacific. The luxury liner *Lurline* came to the rescue, the ship's doctor performed an emergency operation and Smith was taken to San Pedro in good shape.

## Goodwins Boast More Than Century of Service



CLYDE D. GOODWIN

A member of a family which has contributed more than a century of service to the Coast Guard retired 1 June after 30 years.

Lt. Cdr. Clyde D. Goodwin, of Portsmouth, N. C., who started as a surfman in 1920 at Cape Lookout, N. C., called it a day to retire in Miami. An engineering officer on many vessels and former commanding officer of the Diesel Amphibious School at Flint, Mich., he accompanied the *Northwind* on expeditions to the South and North Poles. At retirement he was chief of the Seventh District's marine engineering section.

His father served 32 years in the Life-saving Service, his uncle was a Coast Guard veteran of 30 years and his brother, Henry W., currently is officer-in-charge at Barnegat, N. J., Lifeboat Station.

The Eureka, Calif., Standard said editorially, "We judge more than three-fourths of the calls answered by the Humboldt Bay (Coast Guard) crews are beyond the call of duty . . . something which we, as a city, should remember on Coast Guard Day each year."

## Service Orders Combined Operations in Rescue Practices by Districts

Headquarters has ordered all Districts to hold simulated search and rescue drills, at least once every 3 months, in which the problem calls for land, sea and air units of the Coast Guard to be utilized.

It was announced that several recent distress incidents have emphasized the growing need for training and instruction of Coast Guard units in such combined operations.

Although individual units are generally well handled, Headquarters pointed out, combined operations have not proved equally successful, often being hindered by preventable material failures, personnel errors, poor coordination, and a general lack of familiarity and knowledge of the capabilities and limitations of the other units' equipment and personnel.

Each District commander has been instructed to exercise his personal command in the new drills, half of which must be held during darkness. Further, it is suggested that the practices be conducted during unfavorable weather, providing due allowance is made for handling actual distress cases during the exercises. Participating units shall include available cutters, air stations or detachments, lifeboat and lookout stations, bases, communication facilities, and the District operation center.

Among other factors, each exercise will incorporate search techniques, rescue of survivors, medical assistance, and public relations problems. Upon completion of a drill, an operational study considering results and individual unit performance will be written and submitted to Headquarters for evaluation.

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A bill has been introduced in Congress that would give cadets at the Coast Guard, Military, and Naval Academies a free \$10,000 "life indemnity" policy. It would carry no conversion rights, and would cover the cadet only against death and only during the period of his training.

## '51 Cadet Procurement Drive To Begin Earlier

The Coast Guard's annual campaign to encourage suitable candidates to apply for the Coast Guard Academy at New London, Conn., will get off to an earlier start this season.

Encouraged by results of the 1949 campaign, which saw a record-breaking post-war number of 1,925 youths make application, cadet procurement officials have made a thorough analysis of the problem with a view of eliminating the nonproductive activities and instead to put emphasis on the methods and sources which appear to be offering the best returns.

In addition to the earlier start on the drive, the Service now is working on a motion picture built around cadet life at the Academy. This record of cadet action, it is believed, will have far-reaching effect on many young men when exhibited in home communities. Furthermore, to facilitate examinations and to keep down personal traveling expenses of candidates, the number of examination centers will be increased in 1951.

Schools are the best source of candidates, the analysis showed. Each of the 1,925 original applicants was asked to indicate the medium through which he became interested in the Academy. Of the 1,778 supplying this information, 437 designated schools. Forty-one officers from Districts and Headquarters visited 936 schools between last September and January.

Friends and relatives, surprisingly enough, prevailed upon 377 to apply. Presumably these appreciated "assists" were due in part to newspapers, bulletins, posters, magazines, and public libraries, which directly influenced an additional 323. Coast Guard representatives furnished 280.

Radio, with 91 applicants to its credit, barely nosed out a personnel circular issued by each of the Armed Forces—this drew 89.

Sixty applications were due to miscellaneous reasons. Post office posters attracted 41, and Congressional cooperation

provided 28. The Boy Scouts and Sea Scouts sent 17. Television programs were responsible for 14 more. Coast Guard recruiting officers switched their appeals to interest 5 potential cadets.

The Third District was the leader in furnishing youths who were declared eligible for the examinations. The New York office certified 374 of a total of 1,532. The Ninth District was second with 240, and third place went to the First District with 209.

No less than 25 activities were sponsored by procurement groups during the 1949-50 campaign. Some will be repeated this year, and others will be replaced as recommendations from Districts are considered. These included the weekly Academy radio show, booklets, posters, personal letters to Congressmen, high-school principals, Scouting directors and others, newspaper and television releases, films, governmental memoranda, window displays, special broadcasts, and local "open houses."

## Retired Personnel Cases Now Undergoing Review

The retiring board proceedings and medical histories of more than 3,200 Coast Guard officers and enlisted men retired for physical disability are being evaluated to determine those qualified for increased pay under the Career Compensation Act of 1949.

The Secretary of the Treasury has convened a panel of nine officers, including two medical officers from the Public Health Service to evaluate the data. The group is reviewing cases alphabetically, but because of the size of the task considerable time will elapse before completion.

All personnel on the physically disabled list who were retired prior to 1 October 1949, will be notified "in due time." Thus interested individuals will not find it necessary to write for information concerning his status.

The *Spruce* (WAK) has been transferred permanently to the U. S. Coast and Geodetic Survey.

## March of Science Gives Coast Guard Big Job, Foley Tells Graduates

"Technically, the march of science has been such that in a great many of our daily activities, the beginning of the last decade has become almost a remote past for us," said Under Secretary of the Treasury Edward H. Foley, Jr., in the annual June commencement address at the Coast Guard Academy.

"There are new conceptions of what Coast Guard service should be," he explained. "There are new tools with which to perform that service. These advances create widely expanded fields for individual endeavor, on the one hand; they also add a lot of length and breadth and thickness to the size of the over-all job the Coast Guard must do."

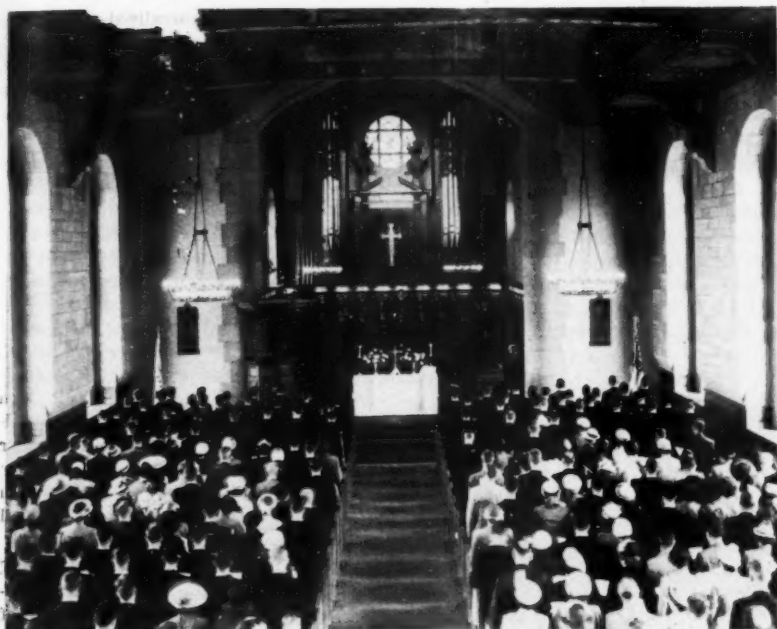
Speaking to a class of 68 graduates and other spectators who crowded the Academy auditorium in the grand climax of a busy Commencement Week, the Under Secretary warned the new ensigns of their obligations to give both professional leadership and public service in their new profession. "Too many far-reaching possibilities rest today on the quality and the consistency of our service to permit shirking by any of us," he added, "and the earnestness and sincerity and determination with which we play our parts in our national life rest our hopes for the future."

The speaker paid tribute to the Service record of the Superintendent of the Academy, Rear Adm. W. H. Derby, who retires 1 September, and declared his achievements should be an inspiration to every young officer and officer-to-be.

In addition to ensigns' commissions, the graduates were tendered diplomas signifying completion of work for the bachelor of science degree. The Commandant, Vice Adm. Merlin O'Neill, also addressed the class.

In an address to the graduates at the Alumni Association luncheon, Rear Adm. Harry G. Hamlet (Ret.), former Commandant, said, "May I leave with you





#### ACADEMY CLASS OF '50 ATTENDS BACCALAUREATE SERVICE

Moving to adjacent Harkness Chapel on the grounds of the Connecticut College of Women, graduates of the Coast Guard Academy, relatives and friends assemble on the solemn occasion of the baccalaureate sermon. In the background is the Academy Choir. Plans for a new \$450,000 Memorial Chapel on the Academy grounds are in the blueprint stage.

this thought. All the wonderful accomplishment of this great humanitarian Service of which we are privileged to be members, all its splendid equipment for service to country and humanity, all the unsurpassed loyalty and loftiness of purpose of its personnel, are but the expression of the character of the men who have preceded you and who, through the years since 1790, have labored to hand on to you a heritage of honor, patriotism and service to country and mankind.

"Keep the faith with them," he concluded. "Carry high the symbol of their ideals, hopes and sacrifices. This I hold to be your greatest responsibility."

The only disappointment in an otherwise successful series of social, military, and athletic events was the later announcement that a newly enacted law

allowing Coast Guard graduates a maximum of 60 days' leave would not change previous orders allowing 15 days' leave. The new leave law, designed to put all military academies on a uniform basis, was signed by the President only a few hours before commencement exercises began, much too late for the Service to change pressing operational commitments.

A break-down of the Class of 1950 on the basis of residence showed New York and Massachusetts contributed nearly a third of the graduates. Thirteen gave home addresses west of the Mississippi River.

The *Onondaga* (WPG) stored at Kennydale, Wash., has been declared surplus to the needs of the Coast Guard.

## Captain Cronk's Story Of "Sky Queen" Rescue Wins Magazines' Award

His personal story of how the Coast Guard cutter *Bibb* completed the rescue of a large passenger plane downed in mid-ocean has won \$1,000 and the distinction of an appearance on the cover of a national magazine for Captain Paul B. Cronk, chief of operations, First Coast Guard District.

His 10,000-word article titled, "The Rescue On Station Charlie" has been declared the winner of the ATLANTIC MONTHLY-READER'S DIGEST \$1,000 prize for the best manuscript "drawn straight from experience." He commanded the *Bibb* in October 1947, when she proceeded to the aid of the "*Bermuda Sky Queen*," downed in mid-Atlantic with 69 passengers aboard. His story represents his personal recollection, step by step, of the accomplishment of that rescue.

In addition, Captain Cronk's likeness appeared on the July cover of the ATLANTIC MONTHLY. His article is expected to be used later in the Reader's Digest.

This is the third time the "I personally" award has been made by the editorial boards of the two publications.

Captain Cronk is a native of Momence, Ill. He served 10 years in the Navy, leaving that service as a chief pharmacist's mate, and then was commissioned in the Coast Guard in 1924.

## New Accounting System Is Held Revolutionary

Installation of the new accounting system in five Coast Guard Districts on 1 July is carrying out a program which may revolutionize accounting methods of the entire Federal Government.

For years Government accounts have been channeled through the Comptroller General's Office in Washington for audit. The Coast Guard system, which may be extended throughout the Government, contains two basic changes: Simplified

accounting at decentralized points, and maintenance of more accurate and reliable cost information.

Origin of the accounting improvement program in the Coast Guard was in the report of a survey in January 1948 by a firm of management experts. The survey, made at request of Congress, was generally complimentary to the Coast Guard, but severely criticized Service accounting and supply methods. The report showed that the blame lay not so much on internal administration of the system as on the accounting methods of the Federal Government as a whole. The Hoover Commission accounting study bore out this report.

As a result, an Accounting Advisor was appointed to the Commandant's staff in November 1948 to develop an accounting improvement program in the Coast Guard.

But prior to November, a joint program was advanced for the entire Federal Government under the sponsorship of the Comptroller General, the Secretary of the Treasury, and the Director of the Bureau of the Budget. Coast Guard accountants have worked closely with representatives of these units. There have been evolved certain basic changes in standard accounting practices of the Federal Government, some of which involve entirely new procedures and ideas. Most of these changes will be tested in the Coast Guard with a view toward their general adoption throughout the entire Federal Government.

One important change is the agreement of the Comptroller General to provide auditing of Coast Guard accounts in various field offices. This eliminates the necessity of funneling thousands of documents through Headquarters to the General Accounting Office, thus permitting flexibility and more efficient, economical operation. The Comptroller General has created a new office in the General Accounting Office—the Comprehensive Audit Subdivision—to make the new type audits. First Federal agency assigned to the new office was the Coast Guard.

Congress has also worked closely with the Coast Guard in putting into effect the accounting improvements that the survey

report recommended. (The branch of Congress primarily concerned was the Treasury and Post Office Subcommittee of the House Appropriations Committee.) The 1951 General Appropriations Bill has simplified the number of appropriations the Coast Guard must keep up, while the House Appropriations Committee has directed the Coast Guard to "continue its close cooperation with the Treasury Department, the Bureau of the Budget, and the General Accounting Office in developing this new (accounting) system."

"Adequate cost data is lacking in many agencies of the Government," the Appropriations Committee states, "and it is hoped that the installation of this new method in the Coast Guard will point the way to improved Government accounting generally. Availability of cost data should result in better budgeting and reduction in costs and the committee will watch the Coast Guard's pioneering efforts with a great deal of interest."

District and other field offices will maintain a complete set of accounts. Thus decentralized, accounting reports will show the status of appropriated funds, and also the cost of operating various Service units. Accountants say the new cost reports will help both as a tool for better management of the Service's operations and as a support of performance type budgets.

A new accounting system is being designed for the industrial activities of the Coast Guard Yard, following closely the principles and practices of commercial accounting.

Headquarters accounting was converted to the new system on 1 October 1949. The first field installation was in the Fifth District on 1 March 1950. On 1 July the system was installed in the First, Second, Eighth, Ninth, and Thirteenth Districts and the Yard. In the Third, Seventh, Eleventh, Twelfth, and Seventeenth installation will take place on 1 September. On 1 January next year it will be installed in the Fourteenth District. Installation in other units is expected before 31 March 1951. In the meantime, Coast Guard accountants have followed closely the system where it has

been installed, and report these installations "have proved the soundness of the system and have furnished the means of making final adjustments for its efficient operation on the basis of practical experience."

## Laminated Craft More Difficult to Repair, But It's Light and Strong

The adoption of laminated construction in certain recent types of standard boats, such as surfboats and ice skiffs, has resulted in an appreciable decrease in weight with an accompanying increase in structural strength, according to a Naval Engineering memorandum.

Stems, sternposts, shaftlogs and, in some cases, keels, are manufactured of thin layers of wood, glued together under pressure. The planking also consists of two layers, usually fitted diagonally with light canvas between, all laid in glue, clamped under pressure and cured in a heated chamber.

Repairs of this construction, however, will be more difficult, says the memorandum, and will require different methods and techniques than previously used. Minor repair of hull damage, for example, involves a patch of wood and canvas applied with glue and under pressure. Extensive damage may result in complete rebuilding.

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The Telegraph Hill section of San Francisco arose not only early, but practically en masse, while the *Escanaba* was berthed nearby for repairs. The *Escanaba's* "bullhorn" announcements directed to the crew, a newspaper reported, also enjoyed an unusually clear reception within nearby homes.

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A suggestion that the severity of an iceberg season may be predicted by evaluating atmospheric pressures and temperatures has been advanced by Dr. I. I. Schell, Woods Hole, Mass., Oceanographic Institute.

## Remains of Chase Are Found Resting On Mud Flats of Sunset Creek

Robert H. Burgess, writing in the Newport News, Va., Daily Press, reports he has confirmed the fact that the memorable Revenue Service training bark *Salmon P. Chase*, or rather her remains, rests today upon the mud flats of Sunset Creek, an arm of Hampton Creek, Virginia.

Burgess observed a portion of the wooden vessel while readying a yacht for the 1950 season at a Hampton boatyard, and began investigating when he determined the remains came from a larger vessel than is native to Chesapeake Bay.

Coast Guard records show the *Chase*, a small square-rigger which carried many

cadets on practice cruises to Europe, was built in Philadelphia in 1878 at a cost of \$29,300. Cadets were quartered aboard her at Arundel Cove, near Baltimore, when for the first time instruction was given ashore and a move started toward a permanent Academy. She was replaced in 1907 by the *Itasca* and decommissioned. In 1912 she was handed over to the Public Health Service and Marine Hospital Service for use as a station ship at Fort Monroe.

According to the writer, whose research carried him to many Government agencies, the *Chase* was anchored out in Hampton Roads with her rigging removed. During the winter of 1918 ice floes in the Roads caused her to part her moorings several times, so she was brought into Fort Monroe and anchored for the remainder of her days in this service.



**LIGHTSHIP 605 ONE OF TRIO BEING READIED FOR SEA DUTY**

Launched in May at East Boothbay, Maine, into the Damariscotta River, this aid to navigation is one of two such vessels being built and fitted out by Rice Brothers at a cost of \$653,000 each. A third is under construction at the Coast Guard Yard. No. 605 will be assigned eventually to the entrance to Delaware Bay.

The *Chase* was sold in 1930, reportedly for \$10, to a Sunset Creek bontyard owner, who had her towed to his dock to salvage any usable fittings. An old resident of the Creek area told Burgess she was holed and sunk in May 1930, by a barge. Declared a menace to navigation, the *Chase* was literally blown to bits by Army engineers. Portions of her hull were salvaged for firewood.

Today all that remains are a few timbers, deadeyes, and chain plates.

The figurehead of the *Chase* is preserved at the Coast Guard Academy.

## Coast Guard Searches For Historical Relics

Spurred by the possibility that the new Truxtun-Decatur Navy Museum in Washington may exhibit historical Coast Guard material, Headquarters has launched a survey in every District Office area to uncover Service relics.

A reference file is being built up in Headquarters, based on Districts' information, of historical items used as long ago as 1716—when the first lighthouse was established in Boston Harbor. Material used down to and including World War II is acceptable, and may pertain to the former Revenue Marine, Revenue Cutter, Life Saving and Lighthouse Services, and to the former Bureau of Marine Inspection and Navigation.

Museums, libraries, and private persons throughout the country are believed to possess a wealth of Coast Guard historical items, a scattering of prizes which the Service is anxious to locate, catalog and perhaps receive permission to exhibit in such a public location as the Washington museum. Typical items may include uniforms, swords, medals, muskets and other firearms, flags, banners and other insignia, plaques and trophies, and furnishings or parts of historical cutters, lighthouses, lifeboat stations to include lanterns, wheels, lenses, lifesaving equipment, monogrammed china, silverware, linens, rugs, and chairs.

A preliminary report on the survey is desired not later than 1 October from District commanders.

## Four-Year Enlistees May Seek Discharges

Requests for discharge from personnel who first enlisted in the Coast Guard during the period from 30 March 1947 through 22 June 1948 for a 4-year term, and who desire to terminate permanently their connection with the Service, will be favorably considered by Headquarters.

This announcement followed an administrative decision that an inequity has resulted from the fact that one group of original enlistees is required to serve 4 years, while all other postwar original enlistees are required to serve only 3 years. The period of enlistment was reduced to 3 years on 23 June 1948 in order to bring Service policy into accord with the apparent intent of the Selective Service Act of 1948.

Those who enlisted between 31 August 1947 and 23 June 1948 must submit their requests at least 1 month prior to the third anniversary date of their enlistment in order to receive favorable consideration; otherwise they forfeit all rights to early discharge.

Personnel who enlisted during the period from 1 April through 31 August 1947 must submit requests before 15 August 1950.

Such discharges will be for the convenience of the Government in lieu of expiration of enlistment.

## 39 Honored In 1949

Coast Guardsmen received 39 awards during the calendar year 1949, distinguished themselves through individual bravery or outstanding performance of duty. The awards include 4 Silver Life Saving Medals, 1 Air Medal, 9 Secretary of the Treasury Letters of Commendation and Ribbons, and 25 Commandant's Letters of Commendation.

The Coast Guard responded to a new kind of SOS from an island dweller off Nantucket, Mass. An urgent request for information leading to a "kerosene-burning ice chest" promptly brought her a list of manufacturers.

## Rescue Service Makes Good Anytime, Anywhere

In the light of Districts' reports, rescues of life and property by Coast Guard personnel must be out of the ordinary almost in order to receive more than passing mention. More often, the ease and efficiency with which a rescue is accomplished make—a shorter entry in the performance book—somewhat on the "saw sub, sank same" theme.

A few recent incidents, typical for variety of effort and ability to meet the situation, are described below:

In Florida, two men and a young boy were lost 48 hours in an isolated section of the Everglades National Park. They hoarded a final gallon of gasoline for their outboard motor, just in case they could be led out to open water. Coast Guardsmen guessed where the trio might be, spotted them from an airplane and then led them to familiar ground by dropping instructions with message blocks.

At Niagara Falls, N. Y., a civilian attempting to salvage a helicopter submerged near the brink of Horseshoe Falls, almost didn't make it. A Coast Guardsman used a shoulder, line-throwing gun to fire 500 feet to the marooned man, hitting the target on his third attempt.

In California, four men were marooned 14 hours in a boat on the treacherous mudflats off Mare Island. A Coast Guard helicopter dropped packages of food, awaited a fruitless attempt to float the boat at high tide, then rescued the quartet by hoist.

At Rockaway, N. Y., five anglers were caught by incoming tide and scrambled on the base of a jetty light. The Coast Guard tried life rafts and a helicopter without success. After 7 hours, a launch crew literally poured oil on the troubled waters and completed the rescue.

At Rochester, N. Y., a change of tempo was provided when a Coast Guardsman rescued a drowning 14-year-old bulldog which had fallen off a pier. The animal survived after artificial respiration.

Also at Rochester, despite open house at the Summerville Coast Guard Station, a keen-eyed lookout spotted an Army

Engineers' boat preparing to launch lifeboats a mile from shore. The Coast Guard responded, but found it was only a boat drill. Nevertheless, the Service was praised editorially and otherwise for alertness.

In Hawaii, Coast Guardsmen braved molten streams of lava and hissing steam to save families caught in the path of a volcano eruption.

The constant flow of expressions of appreciation for these acts of assistance may be epitomized by a "thank you" letter from an owner of two mackerel boats at Chincoteague, Va., "We feel as we leave the inland waters and go out into the ocean," he wrote, "that the eyes of the Coast Guard are with us from the time we leave the inlet until we return. This feeling of watchfulness gives us a great degree of security. Please accept this letter in the spirit of thankfulness in which it is written."

## Crewmen Save Rancher Trapped by Lava Flows

One of the more unusual Coast Guard rescues was recorded recently on the Island of Hawaii, where two Coast Guard men on a patrol boat went ashore to save a rancher trapped 28 hours by two flows of molten lava from the still erupting Mauna Loa volcano.

The near-victim, Yee Chee, manager of the C. Q. Yee Hop Ranch, had gone to the property Thursday by automobile to look after some cattle. Early Friday morning he was horrified to find the ranch was in the path of the lava, which Yee said moved faster than a man could run. He abandoned his car and headed on foot for the coast. It was there, in an area reported clear of survivors, that the patrolling Coast Guard boatcrew saw his frantic signals. He was on a high cliff between two rivers of red-hot lava, swinging a lantern in the early morning darkness.

The patrol boat could not make a landing until daybreak Saturday because of the rough sea and rugged shore line. Then Seamen Robert Schoelzel, of Seguin, Tex., and Fred H. Lowery, Jackson,





#### STRIPPED DOWN 'COPTER FACILITATES ELIZABETH CITY TESTS

Pilot David Oliver, with a passenger aboard, puts this flying skeleton through its paces in North Carolina for evaluation. Very maneuverable, handling more like conventional planes, this type features intermeshing side-by-side rotors to neutralize torque and eliminate a tail rotor. In lower left foreground is a Ground Controlled Approach Unit borrowed from the Navy for all-weather landing practice.

Tenn., rowed a skiff close to the burning shore and made the rescue.

"I thought sure I was going to cook up there," Yee explained to his rescuers, "but when I see it is the Coast Guard—I know I get out!"

Mauna Loa's eruption was the greatest in Hawaii's volcanic history. Coast Guard cutters standing off shore made several thrilling rescues, as lava flowed at a rate of 20 to 40 miles an hour. Tourist air traffic over the disaster area was so thick that the CAA had to set up an aerial traffic pattern.

A Coast Guard cutter anchored along the Oakland, Calif., Estuary for the Washington-California boat race displayed this banner: "Join the Coast Guard. No Rowing. We've Got Engines."

#### Commander Synon Addresses Naval Reserve Officers

Commander George D. Synon, USCG, assigned as a member of the staff of the United States Naval War College, Newport, R. I., was the principal speaker at the final session of the Naval Reserve Officers' Seminar held at the New York Naval Shipyard. His subject was "American National Strategy." More than 500 senior Reserve officers attended.

The Coast Guard officer was appointed as a replacement speaker by the President of the War College for Rear Adm. Charles R. Brown, USN, now on duty in London.

The Seminar is a Third Naval District activity in which both Navy and Coast



#### ANDROSCOGGIN TAKEN OUT OF RESERVE TO REPLACE MOCOMA

Commissioned in October 1946, and used primarily for ocean weather station duty, the *Androscoggin* was taken from reserve at the Coast Guard Yard for assignment to Miami. She replaces the damaged *Mocoma*, now declared surplus, and is manned by the old *Mocoma* crew. The *Androscoggin* is one of the 255-foot cutters.

Guard officers participate. Meetings are held monthly for addresses on professional subjects, usually by officer of flag or general rank. Last fall Commander Synon addressed the Seminar on "The Relationship of the Merchant Marine to National Power." He was graduated from the Coast Guard Academy in 1932.

### Two New Monographs Out

The Historical Section, Public Information Division, has announced completion of two new Service monographs, "Aids to Navigation" and "Port Security," which eventually will form a portion of the official history of the Coast Guard in World War II.

Twenty-seven monographs now have

been completed. Subjects remaining include naval and civil engineering, finance, personnel, public information, medical, marine inspection, and legal.

### Service Takes Part In Simulated Lake Rescue

Lake Erie was the scene of a combined simulated rescue in June, when the Ninth District tested its "emergency alert" network.

The Air Force Reserve, Ohio National Guard and Civil Air Patrol each furnished a long-range plan for the drill. The Coast Guard and its Auxiliary used 2 seaplanes, 2 landplanes, 12 auxiliary boats, and 2 lifeboat station boats. The District Office handled communications.



